

*No response to
these letters.*

NASH, PODVIN, TUCHSCHERER,
HUTTENBURG, WEYMOUTH & KRYSHAK, S.C.

LAWYERS

170 THIRD STREET NORTH

P.O. BOX 997

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August 19, 1992

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R. JOHN SYMONDS

Mr. Charles H. Thompson, Secretary
Wisconsin Department of Transportation
Room 120B Hill Farms
4802 Sheboygan Avenue
Madison WI 53705

Dear Mr. Thompson:

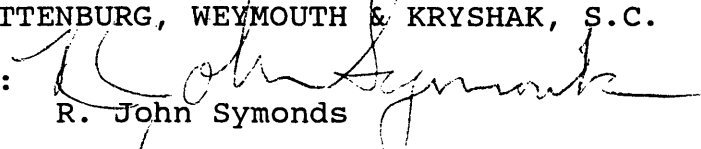
Please be advised that I represent a group of Marshfield citizens who opposed enumeration of the proposed through pass (STH 13). On behalf of that group, I now formally object to any enumeration decision prior to the release of the Draft Environmental Impact Statement being prepared by Donohue and Associates. The literature distributed by the Department of Transportation (portions enclosed) publicly sets forth the procedure to be followed PRIOR to enumeration. On numerous occasions I have expressed to Randy Fuchs and others at Donohue my desire to review the Environmental Impact Statement as well as other Reports of Investigations concerning environmental impact and effect on historical properties. To date I have received no reports.

In addition to objection prior to completion and release of the Draft Environmental Impact Statement, I also object to enumeration prior to results of a vote on a Proposed Charter Ordinance which was filed with the Clerk of the City of Marshfield on this date.

Yours very truly,

NASH, PODVIN, TUCHSCHERER,
HUTTENBURG, WEYMOUTH & KRYSHAK, S.C.

By:


R. John Symonds

RJS:rm
enclosures

cc: Governor Tommy Thompson
Senator William Berndt
Senator Marvin Roshell
Rep. Cletus Vanderperren
Rep. Donald Hasenohrl
Rep. Heron Van Gorden
Mr. Jack Pelisek
Mr. Randy Fuchs

Senator Joseph Andrea
Senator Alan Lasee
Senator Barbara Ulichny
Rep. David Brandemuehl
Rep. Barbara Notestein
Mr. David Bugher
Mr. Herman Ripp
Mayor Marvin Duerr

Belmont Township Opposes 4-Lane Expressway From Dodgeville To Dickeyville

The Belmont Township Board has gone on record opposing a four-lane highway from Dodgeville to Dickeyville.

The state has plans to build the 151 expressway from Dodgeville to Belmont in the 1990's and from Belmont to Dickeyville after the turn of the century.

The township board says that the present 151 highway from Dodgeville to Dickeyville has recently been upgraded with passing lanes and that is sufficient. They also list four other reasons to oppose the expressway:

✓ The traffic count on 151

from Dodgeville to Dickeyville does not justify a four-lane highway.

✓ Counties would have additional maintenance costs on frontage roads.

✓ Four-lane highway would take good land off the tax roll and increase other property taxes which will be detrimental to school districts.

✓ And, farmland in the southern part of the state is more valuable than the state believes and farmers in the Dodgeville, Mt. Horeb and Dubuque Bridge area were not paid a fair price when their land was taken for other highway improvements.

Why budget over
90 million for nearly
40 miles on U. S 151
from Dodgeville to
Dickeyville when
the traffic count
does not justify
a 4-lane?

[Notice Counts for study
included]

Regional Planning Commissions have been
promoting this road for economic development
to elected officials who have not been told
the traffic count does not justify a 4-lane.
One former transportation official said
we have too many 4-lane roads in
the state now that are not up to capacity
and we should put the roads where the traffic
count is.

This nearly 40 miles 4-lane would be
a waste of money for our state budget.

Sincerely

Rose Eustice

No reply
out this time

APPENDIX

DETERMINING THE MULTILANE BACKBONE SYSTEM

The criteria for determining the multilane backbone corridor system combine various economic and operational factors. Capacity improvements, truck volumes, as well as the service needs of major trade, manufacturing, recreational, and population centers are considered in the determination. Specifically, the following criteria are used to identify *candidate* highway routes for inclusion as part of the multilane backbone corridor network. The Corridors 2020 network is the result of the composite application of the following factors. Qualifying under any one criterion is insufficient for a highway segment to become part of the recommended system. Therefore, some routes shown as candidates are not included as part of the recommended multilane backbone system.

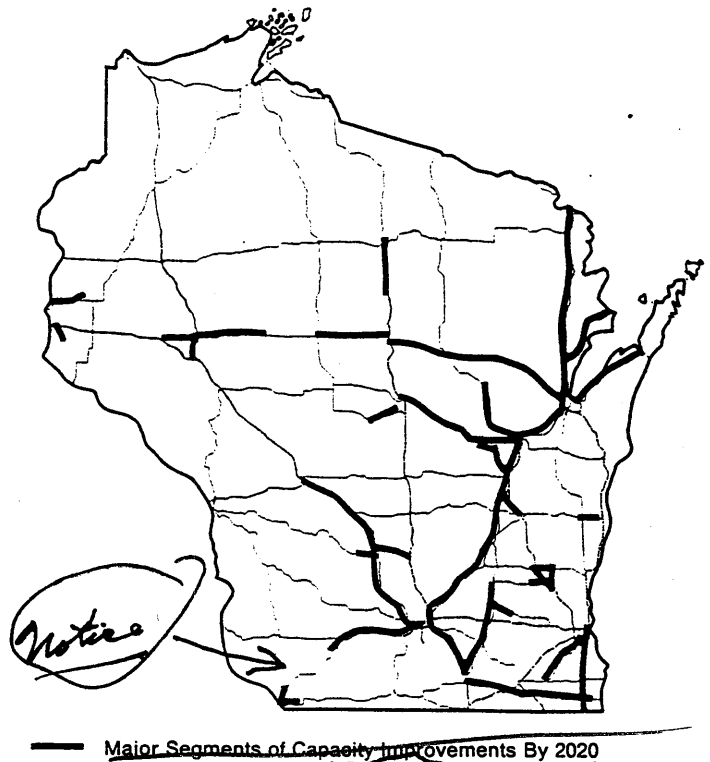
1. CAPACITY IMPROVEMENTS

Included as candidates for the backbone system are highway segments with projected traffic volumes sufficient to require additional lanes for capacity prior to 2020, as determined through the 1988 State Highway Plan update process. However, this criterion yields many bits and pieces of highway which require additional capacity. The map to the right shows only those larger highway segments where a majority of the segment requires additional capacity.

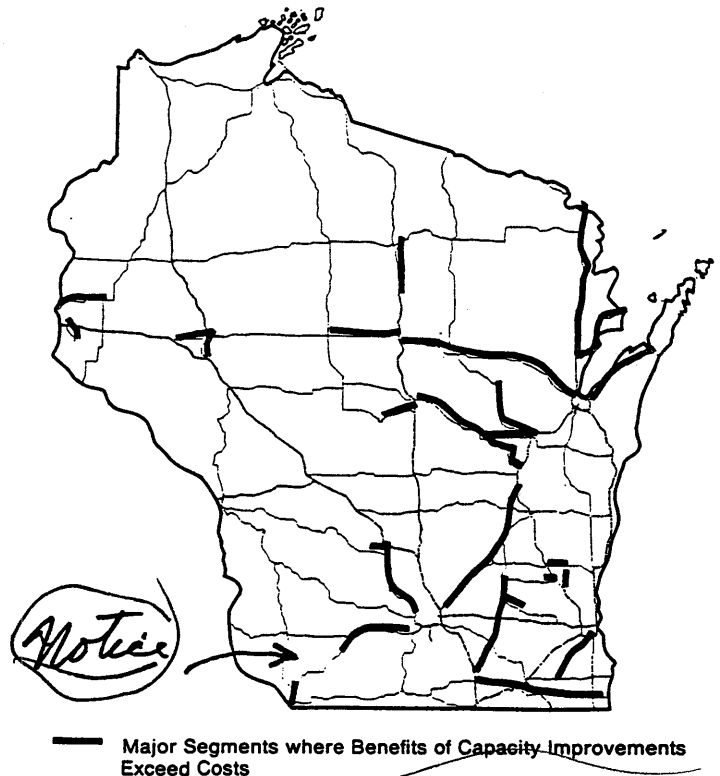
2. EFFICIENT CAPACITY IMPROVEMENTS

Given additional weighting are highway segments where the benefits of the prospective capacity improvements identified under Criteria #1 exceed the construction costs. Benefits included in the analysis are travel time savings, accident savings, and changes in vehicle operating costs. The map at right shows those segments meeting this criterion.

CAPACITY IMPROVEMENTS



EFFICIENT CAPACITY IMPROVEMENTS



Copies of the Aug. 1988
2020 plan passed out
at the Platteville
Public Hearing Oct. 13, 1988
Notice the Dodgeville to
Dickeyville 151 does not
have enough traffic count
or truck count for a
4 lane road by 2020.

1992 Candidates for Engineering/Environmental Study

(In Highway Number Order)

Highway Project Name C2020 Miles Status

1	USH 2	Superior - Ashland	46.9	Connector	4600
2	STH 11/36	Burlington Bypass	12.0	Connector	9500
3	USH 12	Ski Hi Road - IH 90/94	10.1	Connector	12500
4	USH 12	Elkhorn - Whitewater	11.6	Connector	8100
5	USH 41	Oconto - Peshtigo	19.2	Backbone	8800
6	STH 57	Dyckesville - STH 42	17.3	Connector	6400
7	USH 141	STH 22 - STH 64	16.2	Connector	6700
8	USH 151	Belmont - Dickeyville	17.3	Backbone	5600

Average Current Daily Traffic

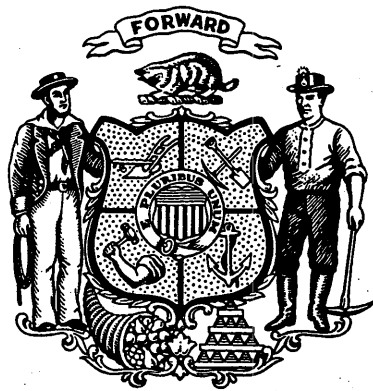
46 million?

Engineering & Environmental Analysis Already is Underway

STH 794	Lake Arterial (Layton Ave. - STH 31)	12.0	Not On	11000 - 18000
USH 151	Dodgeville - Belmont	20	Backbone	5600

50 million?

END



END

August 24, 1992

Representative David Brandemuehl
Room 401 - 100 North Hamilton Street
Madison, Wi. 53708

STH 13 Marshfield Mobility Study

Dear Representative Brandemuehl:

For more than a year I have closely followed the Marshfield Mobility Study and have expressed doubts and concerns both orally and in writing. Thus I really appreciated the opportunity to offer opposition testimony at the Appleton TPC meeting.

Referring to page 3, TPC Informational Paper Number 1 - St H13 Marshfield Mobility Study -- (1) Current ADT 12900 and (2) Need: Severe downtown congestion and safety problems ..".

(1) 12900 ADT raises a question. News Herald 12-13-91, quoting Randy Fuchs, SEC Donohue, "About 24000 vehicles travel every day in the downtown area". Why do the counts differ to such a degree and which is correct?

(2) There is traffic congestion at peak times, mornings/afternoons, (school/work periods) but severe? Trucks on Central are intimidating. The North East true bypass would alleviate that situation, or a truck route. The Boulevard, a 4-lane divided highway with an 18 to 30 ft. grass median and a 130 ft. right-of-way, routes traffic through the center of the city parallel to existing railroad tracks. So instead of 1 hazard dividing the city north/south, we have 2! There will be 10-13 at-grade intersections, 5 of them within .7 mi. between Palmetto and Chestnut. This will correct safety problems?

I do not oppose a bypass (or a truck route) - I oppose the route of the Boulevard. Marshfield is not a sprawling city, it has less than 20,000 residents. 56 residences and 22 businesses will be displaced/relocated. (The 2 overpasses alone, within a mile of each other, will take 43 residences and 8 or more businesses) This is good economics? The amount of r.r. property to be purchased has not been published.

The North East bypass was eliminated due to low cost/benefit ratio. Please consider -- Boulevard, \$4.68 million per mi, 4.7 mi, removes 20-30% of traffic from Central; bypass, \$3.57 million per mi, 8.4 mi, 25-30% of traffic. The bypass would displace 17 homes, 5 businesses, some farm land. Boulevard speed 35mph; bypass, mainly 55 mph. Boulevard would serve Medical Complex, Industrial Park, Fleet Farm; bypass, these 3 plus Shopko, Mall, retail area north side of city and new YMCA and Target, while also connecting to Hwy 97. With all these pluses, it seems the true bypass should not have been eliminated so quickly. Wouldn't you agree?

We read of bypasses along Hwys 10 and 29 - Stevens Point, Junction City, Neillsville, Medford, Marathon, Abbotsford, etc. Of the 1992 candidates for enumeration, 5 are for bypasses, 2 for rural improvement, 1 rural/bypasses; only Marshfield has a throughpass. Why?

Please, before making a decision, carefully consider these comments and those in other letters submitted to the TPC.

Sincerely,



(Mrs.) Eleanor C. Ormond
703 South Felker Avenue
Marshfield, Wi. 54449

SUMMARY STATEMENT — USH 53 BYPASS, CHIPPEWA AND EAU CLAIRE COUNTIES

Date: 25 August 1992

To: Transportation Projects Commission Members

From: Citizens Opposed to an Inner Bypass and in Support of an Outer Bypass, Communications Sub-Committee Chair, Wilmer Pautz

Wilmer Pautz

The elected officials of the municipalities which have taken official action to oppose construction of a USH 53 Inner Bypass in Eau Claire and Chippewa counties, along with area citizens who through voluntary committees have helped to achieve the solid consensus against an Inner Bypass, thank the members of the Transportation Projects Commission for honoring them with your attention at the hearing in Appleton on July 29, 1992. As the Commission proceeds to the making of their recommendation on the project, we ask that you give special attention to the facts which this statement summarizes.

(1) The County Boards of Eau Claire and Chippewa Counties, which represent the entire population affected directly by the project, have decisively rejected support for the Inner Corridor. The Chippewa County Board vote was 19 - 7; the Eau Claire County Board vote was 23 - 6. Since two Eau Claire County municipalities testified for the Inner Corridor, it is instructive to note that the City of Eau Claire has 18 representatives on the County Board, and Washington Township has 3. In other words, the elected representatives of these two municipalities to the Eau Claire County Board voted 15 - 6 to oppose the Inner Bypass. No Chippewa County municipal board voted support for the Inner Corridor.

(2) A total of 12 municipal boards through formal resolutions supported the Outer Bypass or rejected the Inner Bypass. Only three municipal boards supported the Inner Corridor. (One of these boards voted to support the Inner in spite of the fact that their survey of taxpayers resulted in 30% more taxpayers favoring the Outer over the Inner.)

(3) Wisconsin citizens do not want bypasses routed through residential neighborhoods. Your Commission must continue to instruct the DOT to get trucks out of residential areas. Toxic spills near municipal wells (Hallie Township) or in any urban residential area can be avoided. Notarized petitions signed by more than 2,000 citizens were presented to the DOT to impress upon them that the long-range plans of local communities must be respected when state projects are planned.

(4) The Chippewa Valley business community does not favor the DOT's recommendation for an Inner Corridor, as the independent survey by Representative Zien indicated. The Greater Eau Claire Chamber of Commerce could not use its Transportation Committee to support an Inner Bypass; instead, it had to create an ad hoc interest group to address the issue. It is true that some individual business owners would profit personally from an Inner Bypass, and they vigorously support it. We believe that your Commission should support broad community welfare rather than narrow private interest welfare.

(5) The traffic counts and accident statistics presented by the DOT have not been found to be credible by those who currently use the roads. Accidents which occurred on London Road and USH 12 were used to produce inflated accident projections for USH 53. The Draft

Environmental Impact Statement shows that the DOT's original traffic projection of 5,000 vpd on the Outer Bypass contains an error of 76%. A survey of trucking firms shows that 80% favor the Outer Bypass, which is 5 miles shorter for through traffic.

(6) The Outer Bypass is the least costly option for Wisconsin taxpayers and it provides the best long-range solution for the Corridors 2020 plan of the Governor, according to the DOT telephone surveys and the Eau Claire Leader-Telegram survey (85% favor the Outer Bypass). Local street improvements are best handled outside of the Major Projects jurisdiction.

(7) By way of rejoinder, we would like to refute three bits of testimony in favor of the Inner Corridor presented to your Commission.

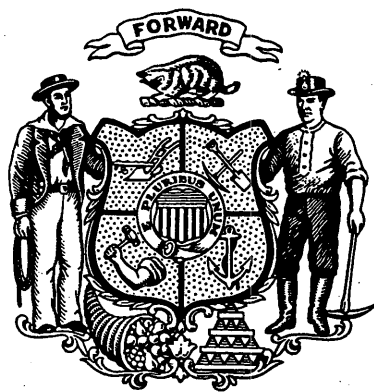
(a) Mr. Cliff Chatterson, who coordinated the presentations of those who favored the Inner Corridor, testified personally that he favored that option because of his business interests. You should know that he is also Chairman of the Eau Claire County Board, and that he failed to mention that his Board opposed the Inner Corridor by a 23 - 6 vote. He also chairs the Chippewa/Eau Claire County Planning Commission, which refused to consider a resolution of support for a Highway 53 improvement at its July 15, 1992, meeting, even though it was on the agenda. Mr. Chatterson may have represented himself well, but he failed to represent accurately the views of the community to you.

(b) Mr. Harold Blumer, former Altoona City Clerk/Treasurer/Administrator whose wife is employed by the DOT in its Eau Claire office, spoke of a study which an engineering firm had

conducted for the City of Altoona. You should know that this "study" included what a participating city council member called a "Christmas Wish List" (including an Eau Claire Arena). When this "study" was presented to the City Planning Committee, no action was taken. It was obvious to all that this was an "Edsel," totally incompatible with Altoona's long-range city plan. The City Council refused to place it on its agenda for action. Mr. Blumer left his position as a bitter, disillusioned, old man. He said that this "study" indicated that 200 - 300 acres would be made available for development. However, in the Draft Environmental Impact Study (p. II-124) the Greenspace Concept prepared by the DOT shows that less than 120 acres would be available for any type of construction. Blumer's statement that the Inner Corridor was opposed only by a small group in Altoona was proved false by the many resolutions opposing it from Chippewa and Eau Claire counties as well as other elected municipal boards.

(c) Several Eau Claire City employees and businessmen stated that the Inner Corridor would enhance business development in the City of Altoona. None of these people has been involved in Altoona's development of a Long-Range City Plan, nor in its Update. The Altoona City Council, upon advice from its original consultant, Owen Ayres & Associates Inc., has zoned for commercial development along USH 12 eastward and southward. It is currently marketing this area successfully in the direction of the Outer Bypass.

END



END

307 South Cedar Avenue
Marshfield, Wisconsin 54449
August 26, 1992

Editor
Marshfield News Herald
111 West Third Street
Marshfield, Wisconsin 54449

Dear Sir:

This "Gift Horse" (The Boulevard) would cost us dearly, by splitting our city in half. This "free money" comes from our pocket, as we pay taxes to the state. It is not "free money".

The purpose of the study funded by the Department of Transportation (our money) was to remove traffic from Central Avenue. The proposed boulevard would remove only 13%. The proposed boulevard does not meet the goal of the study.

Removing 52 or more residences from the center of our city with an assessed value of over \$1,734,000. would have an economic impact on the city. Removing 22 business from the tax rolls will also have an economic impact as some of those businesses will not rebuild.

The \$22 million dollar proposed cost is only a small portion of the real cost. A question we might ask the Department of Transportation is - how many projects do come in at budget?.

The 22 million dollars does not include the money the city would pay for an underpass at Peach Street and the cost of an interchange on Adler and Oak.

The fact that it is the only plan does not make it good. The plan as presented does not meet its goal..

There is no provision on this throughfare for our children to cross four lanes of traffic.

The clean up cost for the Railroad Right of Way would be astronomical and cleaning up the dump under the ball park would also cost dearly.

I appreciate the efforts of Donald Hasenohrl to get funding for Marshfield, but the project as proposed, is not in our best interest.

Yours truly,

Iris A. Guensburg

August 27, 1992

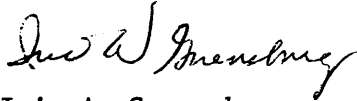
Dear Transportation Projects Commission Member:

Please see the enclosed letter written to the editor for the Marshfield News Herald.

Three important items that were not included in the letter:

1. The throughfare would border a district called Pleasant Hill which we hope to have declared an historical district.
2. A Department of Transportation representative at the information meeting at Marshfield Junior High told me that five years after the throughfare would go in, an East-North by-pass is planned.
3. The throughfare would remove two historical buildings which are shown in the walking tour of Marshfield, the Soo Line Depot and the first Hotel in Marshfield which adjoins the Depot.

Yours truly,



Iris A. Guensubrg



Joanne B. Huelsman
WISCONSIN STATE SENATOR

August 28, 1992

Representative David Brandemuehl
Transportation Projects Commission
Room 401, 100 N. Hamilton St.
Madison, WI 53708

Re: Support of the final phase of the Waukesha West Bypass - STH 59.

Dear Representative Brandemuehl, *David*

not chosen

This letter is to register my unqualified support for the selection of STH 59, the Waukesha West Bypass, for enumeration by the Transportation Projects Commission.

As I am sure you are aware, I attended the Commission hearing in Madison on Wednesday, July 22, 1992 and registered in favor of this project. I was prepared to speak, but was not called upon.

I also need to voice my concern about some of the comments made at the hearing by members of the Commission that appeared to indicate that vocal opposition to a project was sufficient reason to reject that project for enumeration. Basing a decision on the number of people who appeared at a hearing in support of or in opposition to a project would set a dangerous precedent for future hearings in that the number of persons wishing to appear and testify in favor of or in opposition to each project could significantly exceed the time and building space allotted.

It is my hope that you will carefully review the criteria for enumeration and come to the same conclusion that Dan Finley, Waukesha County Executive, Paul Vrakas, Mayor of Waukesha, and I have - that this project fulfills all of the criteria established for selection of a project.

It is also my hope that you will recognize the misleading statements made by the opponents to be the standard objections to any proposed project.

The Waukesha West Bypass will certainly enhance Wisconsin's Economy, improve highway service and highway safety, has been designed to minimize undesirable impacts, and as testified to by leaders in the Waukesha area, will serve community objectives.

Thank you for your consideration of this project.

Sincerely,

Joanne B. Huelsman

JBH:pr

August 31, 1992

*Waukesha West Bypass
- not chosen*

SEP 08 1992

Rep. David Brandemuehl
Room 401--100 North Hamilton St.
Madison, WI 53708

Dear Rep. Brandemuehl,

We are sure by now that you've been bombarded by letters encouraging you to vote either yes or no on the Waukesha West Bypass. Well, here is another one, hoping you'll vote **NO**, when the final decision is made.

We have lived in this area all our lives; first as kids, and then as adults, choosing to raise our own family here. When we were kids, school friends, as well as some relatives thought that we lived in the "boonies" because we were outside the boundaries of sidewalks and not within walking distance to McDonald's. Well, since then, the City of Waukesha has come to us, abutting the east side of our property. We live on Meadowbrook Rd., otherwise known as Hwy G.

Our reason for not wanting this bypass is because other alternatives have not been seriously discussed or considered. Those people who want this bypass are not the ones who will have their properties or neighborhood school affected. We may very well lose our home to an interchange, as we are about 500 ft. north of I-94 on Meadowbrook Rd. An interchange would probably be where our home now is, or so close that it would disrupt our quiet lives and be unsafe for our family to live and play. And no one has yet addressed the issue of that cost or how many homes will have to be bought because of it. To have our home taken away after finally reaching a point in our lives and building up enough equity in our home would be very upsetting. We recently were considering either adding on or moving, as we need a bigger house. This Waukesha West Bypass controversy has put us in a bind. We don't want to add on if we will be forced out, and how can we sell it? Would you want to buy a home if there was a possibility of a bypass and interchange going in? I hope there is no truth to the comment that the State never gives you what you could have gotten on the open market.

We feel that the City of Waukesha has not considered all the alternatives to this bypass. The fact of the matter is, the City of Waukesha wants it but does not want to foot the bill. A new bus route has been established between Waukesha and Brookfield just within the last week or so. Talk continues regarding a light rail system between Waukesha and Milwaukee. Who will utilize these options if a bypass goes through? We hear more and more about mandatory carpooling, but the truth is, no one is willing to be inconvenienced.

Our kids go to Meadowbrook School, which the City of Waukesha allowed to be built along this proposed route, as well as the many new homes, fire station, etc. Real smart, eh? Or is it because it was only talk for thirty years until someone starts pushing for it because where they chose to live turned out to be farther than they thought and they can't get to work real quick!

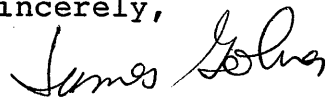
If you haven't viewed this area in person, please do so. Come and see where all these millions and millions of dollars might end up going. Come and spend a day in this area, from 7 am to 7 pm, monitoring the traffic all day, not just during peak traffic hours. View the area not only as potential bypass material, but as a nice quiet area to live and grow up in. Look not only at where this bypass may go, but what else would be affected by it, such as what a new interchange would do, then future widening of Hwy G north of I-94 into Pewaukee, etc. One thing always leads to another...

The City of Waukesha should consider alternatives to this bypass, such as starting with just a two-lane road, to see if this bypass is truly warranted. How many people will really use it instead of Grandview? Would people back-track west and go north to then travel east if they work in Milwaukee or Brookfield? If people who travel on Grandview hate it, why do they still do it? Some congestion will clear up once Hwy J is re-opened. Godfrey will not pull out of Waukesha if this bypass is not approved. It wasn't a problem before. It is easier for the City of Waukesha to dump their traffic problems onto someones' shoulders, such as the State's, than to try to solve these problems themselves.

You normally don't do heart bypass surgery without trying other methods of treatment first. So why do Waukesha West Bypass surgery when all you might need is some angioplasty?

Thank you and I hope you will vote NO on the Waukesha West Bypass issue, when the final decision is made.

Sincerely,



Jim & Pam Golner
W269 N1496 Meadowbrook Rd.
Pewaukee, WI 53072

(414) 547-0483

END



END



NEWS

Wisconsin Department of Transportation

OFFICE OF PUBLIC AFFAIRS
P.O. Box 7910
Madison, WI 53707-7910
(608) 266-3581

Sept. 1, 1992 #488

For more information contact: Michael Cass, WisDOT, 608/267-9584

Wisconsin DOT Recommends Major Highway Projects for Enumeration, Selects Projects for Studies, at TPC Meeting

Wisconsin Department of Transportation Secretary Charles H. Thompson today presented the state Transportation Projects Commission (TPC) with WisDOT's recommendations for five major highway projects for enumeration by the Legislature in the 1993 state budget.

Secretary Thompson also informed the TPC of three potential future major highway projects on which WisDOT will begin engineering and environmental studies next year.

"Major highways are the point of entry for continued economic success in Wisconsin," Secretary Thompson said. "WisDOT has recommended major highway projects for enumeration that will make the best use of our limited dollars, after listening to the needs of people statewide.

"The five projects we recommended for enumeration, and the three we selected for studies, will help strengthen our economy, improve the competitiveness of our communities by connecting them with key markets, and advance Corridors 2020," Secretary Thompson said.

State law requires WisDOT to present its recommendations on major highway projects for enumeration (or approval for construction) to the TPC by no later than September 1 of each even-numbered year. The TPC must then provide the Governor and Legislature with its formal recommendations on which major highway projects to enumerate by no later than December 1.

Under a change in the state Major Highway Program project selection process phased-in this year, WisDOT also informs the TPC of the major highway projects it has selected for preliminary engineering and environmental studies by September 1.

Public hearings to gather input to both lists of projects -- those for enumeration and those for study -- were held in Madison and Appleton during July of this year.

Under state law, a major highway project has a total cost of more than \$5 million dollars and constructs a new route of 2.5 or more miles, adds capacity to five or more miles of an existing highway, or converts an existing highway of ten or more miles to freeway standards.

WisDOT's recommendations for enumeration resulted from a ranking process of major highway projects. This process ranked nine candidates this year based on a variety of factors, including their ability to enhance Wisconsin's economy (40%), improve highway service and safety (20% each), minimize undesirable impacts (10%), and serve community objectives (10%).

Currently, total funding appropriated for major highway project construction, including those projects enumerated in previous years, is \$128.6 million annually. It is estimated that \$33 million will be available to start construction on additional major highway projects in the 1998-99 biennium.

The total cost of the five major highway projects recommended for enumeration by WisDOT, with construction anticipated to begin in the 1998-99 biennium and be completed in future years, is \$166-171 million in constant 1992 dollars.

The five major highway projects recommended by WisDOT for enumeration in 1993, in the order in which they were ranked through the WisDOT evaluation process, include:

1. US Highway (USH) 12 -- Middleton to Sauk City.

This project will construct a new four-lane divided freeway bypass around Middleton, and a four-lane divided expressway on the existing alignment from Middleton to Sauk City, along a total length of 18 miles. The project was endorsed by the Highway 12 Study Committee and ranked highest among all projects for its ability to improve highway service.

2. State Highway (STH) 11/81/213 -- Rock County Transportation Plan.

This project will construct new two-lane bypasses on four-lane rights-of-way at both Janesville and Beloit, along a total length of 15.1 miles. The project is designed to relieve heavy truck traffic in residential neighborhoods. It ranked the highest for its ability to enhance Wisconsin's economy and was endorsed by the Rock County Study Committee.

The Janesville Bypass will require a statutory change to permit the connection of the STH 11 Bypass to the STH 351/I-90 interchange at Avalon Road. The Beloit Bypass is dependent on the State of Illinois financing and constructing their segment of the project.

3. STH 13 -- Marshfield Mobility Study.

This project will construct a new, four-lane divided urban arterial along 4.7 miles through Marshfield from USH 10 east of Washington Avenue to STH 13 northwest of the city. The new route will carry STH 13, which now extends through the central business district and is experiencing heavy congestion. The project ranked highest for improving highway safety.

4. USH 151 -- Fond du Lac Bypass.

This project will construct a new two-lane bypass on a four-lane right-of-way, along 11 miles, from the intersection of USH 151 and County D to the intersection of USH 151 and STH

49. The project is expected to reduce congestion in downtown Fond du Lac, and it received high marks for its ability to enhance Wisconsin's economy and improve highway service.

5. STH 35/64 -- Houlton to New Richmond.

This project will construct STH 35/64 as a four-lane expressway along 14.3-18.8 miles, depending on the final alignment selected, from northeast of Houlton to east of New Richmond, with bypasses of Somerset and New Richmond. Currently, this route is experiencing congestion due to increasing commuter and recreational traffic between northwestern Wisconsin and the Twin Cities of Minnesota.

The STH 35/64 project will complement and closely follow the construction of a new bridge over the St. Croix River at Houlton/Stillwater by the Wisconsin and Minnesota DOTs, which is expected to begin construction in 1996.

"These five projects are what can be reasonably recommended for enumeration in 1993, based on our funding limits," Secretary Thompson said. "By not recommending four of our ranked projects, it doesn't mean that we're going to stop considering them. We will continue to improve Wisconsin's highways as needs become apparent and funding becomes available."

One project which ranked third in the WisDOT evaluation process, but was not recommended for enumeration, is a new USH 53 freeway connector in the Eau Claire-Altoona-Chippewa Falls area. The existing route, which follows Hastings Way in Eau Claire, is severely congested and has an accident rate more than three times higher than the statewide average.

This summer, WisDOT selected the inner corridor as the best of four alternatives for the project, citing it as the most effective way to relieve congestion and improve safety on Hastings Way. However, local consensus on a specific route, which is critical, has not materialized.

"There is agreement that we need to do something on Highway 53, but there is no consensus on a specific alternative," Secretary Thompson said. "We can only support a solution that has consensus and significantly reduces congestion on Hastings Way, and I urge local officials to move forward, with WisDOT technical assistance, toward a workable solution."

Three other projects that were ranked but not recommended for enumeration by WisDOT in 1993 include the Oconomowoc North Bypass on STH 16/67, the STH 57 expansion from Random Lake to I-43, and the STH 59 West Waukesha reliever route.

These projects are all located in southeastern Wisconsin, which is a severe ozone non-attainment area under the federal Clean Air Act. WisDOT will undertake a comprehensive look in the next two years at pending federal guidance on the conformity process, which requires that the overall transportation program in southeastern Wisconsin improves air quality.

WisDOT will also consider the relative air quality impacts of these three possible future major highway projects on the transportation compliance strategy being developed for the 1994

State Implementation Plan. Then, in two years, the department will be better able to recommend which highway projects in the region should be enumerated.

Secretary Thompson indicated that WisDOT will continue its current engineering and environmental assessments on the Oconomowoc North Bypass west of STH 67.

Secretary Thompson also encouraged Waukesha County and the Southeastern Wisconsin Regional Planning Commission to continue engineering and environmental studies, explore all modal options, and build a local consensus for a cost-effective mobility solution in the western part of the county. WisDOT will consider the STH 59 reliever route project again if additional highway capacity is determined to be the appropriate solution, Secretary Thompson said.

All projects not enumerated by the Governor and Legislature in 1993 could be candidates for enumeration when the TPC conducts its selection process again in 1994.

In ranking the major highway project candidates for environmental and engineering studies, WisDOT used an evaluation system which included improvements to highway service (40%), improvements to highway safety (40%), and service of community objectives (20%). Projects located on backbone Corridors 2020 routes are exempt from this evaluation.

The three projects selected by WisDOT for study in 1993, from a list of eight candidates, include: USH 12 from Ski Hi Road to Interstate 90/94 in Sauk County; the Burlington Bypass on STH 11/36 in Racine County; and USH 141 from STH 22 to STH 64 in Oconto and Marinette counties. All of these projects are Corridors 2020 connector routes, and they received the highest ranking, in order, through the WisDOT evaluation process.

As with candidates for enumeration, Secretary Thompson said that sufficient funding was not available to study all projects. These studies cost between \$450,000-\$1,200,000.

Secretary Thompson said that studies of the expansion of USH 151 from Belmont to Dickeyville and USH 41 from Oconto to Peshtigo -- both Corridors 2020 backbone routes -- will begin in the 1995 biennium, in order to complete the backbone by 2005. Studies are not needed before then since construction on these routes is not anticipated to begin until at least 2000.

WisDOT will also continue with engineering and environmental assessments on the expansion of USH 151 from Dodgeville to Belmont, which are already in progress.

For USH 12 from Elkhorn to Whitewater, Secretary Thompson said that a decision to study the specific project will be delayed until a larger study of multi-modal transportation options in major travel corridors in eastern Wisconsin is completed. This study will include a comprehensive look at the future function and uses in the Highway 12/26 corridor from Illinois to the Fox Valley, and will provide a firm basis for identifying future highway needs.

On USH 2 from Ashland to Superior, Secretary Thompson said that safety and congestion concerns could be addressed through rehabilitation efforts, at lower costs than would be required for a major project. WisDOT will explore a set of improvements to address those concerns.

Also, WisDOT decided not to study the STH 57 expansion from Dyckesville to STH 42, and will review this project again in 1994.

WisDOT reported that it will continue its ongoing studies of a proposed Lake Arterial Highway between Milwaukee County and Kenosha County. These studies will include a more in-depth look at other local highway and transit options that could meet travel needs in the corridor.

Once a comprehensive review of the Lake Arterial and other modal options is completed, possibly by April or May of 1993, a decision on the status of the highway project will be announced.

###

END



END

TRANSPORTATION PROJECTS COMMISSION

MINUTES OF SEPTEMBER 1, 1992
ROOM 115 EAST, STATE CAPITOL
MADISON, WISCONSIN

3:00 P.M.

MEMBERS PRESENT

Governor Tommy Thompson
Senator Joseph Andrea
Senator William Berndt
Senator Marvin Roshell
Senator Barbara Ulichny
Representative Cletus Vanderperren
Representative David Brandemuehl

Representative Donald Hasenohrl
Representative Barbara Notestein
Representative Heron Van Gorden
David Bugher
Jack Pelisek
Herman Ripp
Secretary Charles Thompson

MEMBERS ABSENT

Senator Alan Lasee

DOT STAFF PRESENT

Tom Walker
Ernie Wittwer
Mike Cass

Steve Schleck
Barb Jurewicz
Lynn Pertzborn

1. Governor Thompson called the meeting to order at 3:00 P.M.

Minutes of the June 18 and July 29 meetings were approved unanimously.

Governor Thompson thanked Representative Vanderperren for chairing the TPC hearings. He congratulated him for his long years of service to the people of Wisconsin and for his dedication to good highways and transportation.

The Governor indicated that Wisconsin is leading the way as far as transportation is concerned. We have committed more federal ISTEA allocation than any other state. We have finally succeeded in getting our fair share of money back to Wisconsin. No agreement has been reached yet in Congress as to how much money is going to be appropriated in 1993. The Governor, as Chairman of the Transportation Committee of National Governors Association, is working to get Congress to live up to their obligations to fully fund the ISTEA legislation. Without full funds, Wisconsin will have the possibility of a shortage of somewhere between \$25-50 millions for highway

construction which could impact the planned acceleration in the majors program for 1993.

The Governor thanked the Commission for its dedication and commitment during the long public hearings in Madison and Appleton. We wanted a lot of public input and we got it. Now we have to sort out the testimony that we heard in order to make a decision for the future transportation of the state. He stated that the purpose today was to hear the Department of Transportation analysis and selection of projects for study and recommendations for enumeration. The TPC would not take any formal actions today on the DOT recommendations. The Governor pointed out the DOT recommendations for enumeration are not binding but should be considered a valuable resource to the TPC in reaching its final decision. Governor Thompson then called on Secretary Thompson to present the DOT findings and recommendations.

2. Secretary Thompson thanked the Governor for working with the TPC and thanked the Commission members for their leadership during the long hearings. Secretary Thompson began by pointing out that funding was a critical issue that guided the DOT's decisions. He stated, as announced at the July 29 TPC meeting in Appleton, that the current major highway program is funded at \$128.6 million per year in 1992 constant dollars and all funds are committed thru 1997. There will be about \$33.0 million of unallocated funds in the 1998-1999 biennium for a limited number of new construction projects.
3. Michael Cass then reviewed the DOT evaluation and ranking process. Secretary Thompson stated that, based on the DOT evaluation process, the Department was recommending five of the nine candidates for enumeration. The five candidates recommended for enumeration by DOT are:

USH 12	Sauk City to Middleton - Dane County
STH 11/81/213	Rock County Transportation Study - Rock County
STH 13	Marshfield Mobility Study - Wood County
USH 151	Fond du Lac Bypass - Fond du Lac County
STH 35/64	Houlton to New Richmond - St. Croix County

Secretary Thompson discussed air quality concerns in Southeastern Wisconsin which has been designated a severe ozone non-attainment area under the federal clean air act. Three of the four candidate projects not recommended are in this non-attainment area. The Secretary said that over the next two years DOT will take a comprehensive look at the pending federal guidance on conformity to insure the overall transportation program improves the region's air quality. He went on to state that by 1994 a strategy will be developed for the State Implementation Plan (SIP) which will require us to consider the air quality impacts of the candidate projects in the region. He indicated that work on the four candidates not recommended will continue so that those projects can be resubmitted in 1994.

Senator Ulichny was pleased to see that projects with a lot of public opposition were not recommended for enumeration and congratulated the department.

Herman Ripp questioned how the department arrived at the \$51 million for Middleton - Sauk City project. The Governor suggested he contact the department for more information.

David Bugher discussed the Eau Claire Freeway project. He informed the TPC that the project has been a candidate since 1984 and was ranked 6th in 1990 and would like to see it enumerated this time.

Senator Roshell explained he is not against the Eau Claire Freeway project but would vote for the outer bypass. He also thinks Hastings Way needs some work.

Senator Andrea questioned if the New Munster Bypass would be completed. Secretary Thompson explained that the STH 50 projects that are currently under construction will continue to be worked on.

Senator Andrea asked if the ISTEA money is here in Madison. Governor Thompson indicated Congress is currently working on FY 93 but that it could be cut by \$20-50 million. We have FY 92 money.

Senator Roshell indicated Highway 57 currently goes from 4 lane to 2 lane to 4 lane and emissions could be reduced if it was all 4 lane. Governor Thompson indicated he has a personal commitment to have Highway 57 built.

Senator Berndt asked Secretary Thompson if he feels comfortable that the projects that were recommended can be built in a timeframe that's reasonable. Secretary Thompson believes it will be difficult to build all of the projects without some additional revenue enhancements. DOT may have to find additional dollars to work on these major projects, especially starting in 1997.

Senator Berndt suggested that in a couple of years we may need to look at a gas tax increase above and beyond normal costs to continue. He also asked what the department is doing to work thru the Clean Air Act Amendments so counties can have an opportunity to compete for projects in the future. Secretary Thompson responded that a good number of projects are currently under study in southeastern Wisconsin. Several major projects are going to have to be addressed. Reconstruction of the interstate in Milwaukee County from the Marquette Interchange to the Zoo Interchange at \$130 million is in the near future. This work includes the Brewer Interchange. Secretary Thompson anticipated that some projects currently under study will be enumerated in 1994.

Senator Berndt asked if Secretary Thompson will be working with US DOT to make certain this doesn't become a pressure cooker in these nonattainment areas. Secretary Thompson indicated that he hopes that EPA will get tough on the state of Illinois because we (DNR & DOT) are ready to address the severe nonattainment areas but unless we get the state of Illinois to get moving we will not solve the air emissions problems. We could spend \$100 million and if Illinois does nothing, we will not make any progress.

Governor Thompson indicated that he is on the National Committee to study the Clean Air Act Amendments but it is moving very slow. He doubts anything will happen until after the election. They are trying to get some feel from EPA what they're thinking about as far as highway construction in the nonattainment areas.

Representative Hasenohrl asked if changing the Marshfield Bypass project to a boulevard moved it up on the list. Secretary Thompson felt that consensus played a big part. For the first time in 20 years, the community pulled together on a project that will work. If we were still talking bypass he felt it probably wouldn't be on the list of recommendations. Governor Thompson indicated that two years ago there was a great deal of controversy between the township and the city but they worked together and they should be complimented.

4. Mike Cass then reviewed the criteria for selecting the Candidates for Study.

Secretary Thompson then announced that three of the eight Candidates for Study were selected by the Department to initiate environmental and engineering study starting in 1993. The selected projects are:

USH 12 Ski Hi Road to IH 90/94 - Sauk County
STH 11/36 Burlington Bypass - Racine County
USH 141 STH 22 - STH 64 - Oconto and Marinette Counties

Senator Ulichny expressed concern over the Lake Arterial project because of the community consensus against the project.

Representative Brandemuehl questioned the timing of the Dodgeville to Belmont and the Belmont to Dickeyville sections of Highway 151. Mike Cass indicated that these projects will still be completed on the original Corridors 2020 schedule.

Senator Andrea agreed to continue the fight against the Lake Arterial project after Senator Ulichny leaves office. He was disappointed that the Highway 12 study between Elkhorn and Whitewater wasn't advanced. He would like to see more of these projects started. With federal government continuing to cut money, he thinks a gas tax increase will have to be a strong consideration for 1993/95.

Representative Vanderperren asked about a study on passing zones. Secretary Thompson indicated that passing zones have been used in certain areas like old Highway 53. This 3-lane section had a high fatality rate and we went away from them. The Canadians and some states have developed some passing zones that are working today. Representative Vanderperren felt that we should take a look at increased passing zones on projects that are a long way away.

Senator Roshell moved to adjourn. Representative Vanderperren seconded.

(Handwritten signature)

*** DOT Recommends**

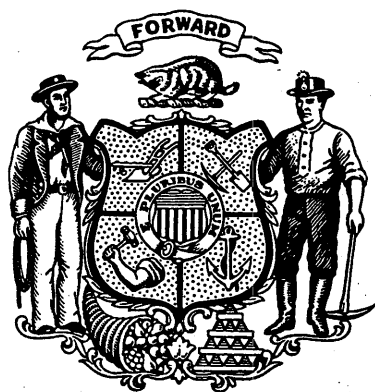
1992 Candidates for Engineering/Environmental Study

Highway	Project Name	Miles	C2020 Status	Average Daily Traffic	Safety Points	Service Points	Highway Points	Testimony Points	Total Points
Available Points:					40	40	80	20	100
95	USH 151 Belmont - Dickeyville	17.3	Backbone *	5,600					
95	USH 41 Oconto - Peshtigo	19.2	Backbone *	8,800					
Rank									
1	USH 12 Ski Hi Road - IH 90/94	10.1	Connector	12,500	33.0	32.4	65.4	14	79.4 **
2	STH 11/36 Burlington Bypass	12.0	Connector	9,500	25.7	19.3	45.0	20	65.0 **
3	USH 141 STH 22 - STH 64	16.2	Connector	6,700	23.2	25.8	49.0	14	63.0 **
4	USH 12 Elkhorn - Whitewater	11.6	Connector	8,100	16.8	26.4	43.2	18	61.2
5	USH 2 Superior - Ashland	46.9	Connector	4,600	9.2	27.3	36.5	20	56.5
6	STH 57 Dyckesville - STH 42	17.3	Connector	6,400	7.4	26.5	33.9	20	53.9

* DOT will initiate engineering/environmental studies for backbone projects to ensure the completion of the Backbone portion of C2020 by the year 2005.

** DOT will initiate engineering/environmental study in 1993.

END



END

122 East Gilman Street
Madison WI 53703

September 3, 1992

Representative David Brandemuehl
Room 401 - 100 North Hamilton Street
Madison WI 53708

file

Dear Representative Brandemuehl,

I am writing to you as a member of the Legislature and in your capacity as a member of the Transportation Projects Commission. It appears that DOT has not got the message which has been sent loud and clear concerning the proposed widening of U.S. Highway 12 in Dane County. Opposition has come not only from farmers and businesses that would be affected but from hundreds of persons who understand the unique value of the area as a scenic attraction.

At the direction of the Legislature a Study Committee was convened to recommend what improvements should be made to the road. Although the membership of the committee was hand picked by Ayers and Associates, the same engineering firm that will design the road if it is built, and the meetings of the committee were arranged and run by Ayers staff, the committee voted only reluctantly and not unanimously to approve the 4-lane option. At the hearing held in Pewaukee in July 1991 by the Transportation Projects Commission, all other projects received enthusiastic testimony in their support while Hwy 12 was the only proposal to receive negative testimony. And so it has gone in many other meetings. Recently the Sauk County Board of Supervisors voted against consideration of a four-lane project for Hwy 12 in Sauk County, and in a separate resolution disapproved the four-lane option in Dane County! The village board of Sauk City has reversed its original approval. If the four-lane plan were put to referendum there is no doubt that it would fail.

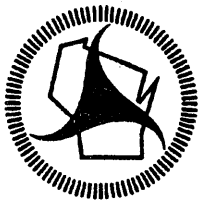
In this era of limited funding and competing needs for every public dollar, it does seem ironic that the DOT seriously recommends that this project be given first priority. One can only surmise that the rating scheme was manipulated to put this project first because it is the only project on DOT's drawing board that faces serious opposition. If this is the case the tactic certainly makes a mockery of the Commission as a decision-making body.

For these reasons I am writing to ask you to question at your December 1 meeting the rating given by DOT staff to this project and to oppose its inclusion in the upcoming DOT budget.

Sincerely,

Jane Eiseley
Jane Eiseley

cc: Governor Tommy Thompson



Wisconsin Department of Transportation

Tommy G. Thompson
Governor

Charles H. Thompson
Secretary

OFFICE OF THE SECRETARY
P. O. Box 7910
Madison, WI 53707-7910

September 10, 1992

Representative David Brandemuehl
Room 413, 100 North Hamilton Street
Madison, Wisconsin 53702

Dear Representative Brandemuehl:

Thank you for your letter concerning support for the USH 12 Sauk City-Middleton and STH 11/81/213 Rock County Transportation Study candidate major highway projects and the USH 151 Dodgeville-Dickeyville candidate for study. I appreciate your writing to advise me of your position on these projects.

Your letter will be added to the official Transportation Projects Commission testimony record for the projects.

I appreciate your interest in these transportation improvements.

Sincerely,

Charles H. Thompson
Secretary

CHT:brj
CC:TPC File

(TPC76.WP)



Springs Window Fashions Division, Inc.
7549 Graber Road
Middleton, WI 53562-1096
(608) 836-1011
Fax (608) 831-2184

SEP 16 1992

September 11, 1992

Representative David Brandemuehl
Room 401-100 North Hamilton St.
Madison, WI 53708

Dear Representative Brandemuehl:

The enumeration by the Department of Transportation, of the Middleton - Sauk City segment of USH 12 as the number one project, was very good news to those of us who support this project. For many reasons that I have written to you about, and testified before your commission about, this is an important project that needs your support.

This letter is to urge your support for this project in your commission, and to ask that you recommend this project to the Governor and Legislature with this same ranking. During the budget process your support is also requested to provide funding so the project can progress towards construction.

This request is being made not only as an individual citizen, but also as a representative of Springs Window Fashions Division, and its 1200 associates who use all or part of this corridor.

Thank you for your consideration of our needs.

Sincerely,

William Birkenmeier
Industrial Engineering Manager

WB/sg





City of Burlington

Racine County, Wisconsin



Office of the Mayor

300 N. Pine Street, Burlington, WI 53105
414-763-7996 or 414-763-3717 FAX 414-763-5158

September 11, 1992

David Brandemuehl
Transportation Projects Commission
Room 401 - 100 North Hamilton Street
Madison, Wisconsin 53702

*Burlington Bypass
chosen for study*

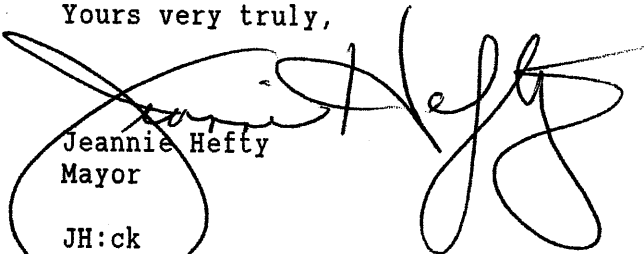
Dear Representative Brandemuehl:

Thank you for giving the City of Burlington the opportunity to make its presentation in favor of a study of a proposed bypass of our community at the Transportation Project Commission public hearing on July 22nd at Madison.

We are also grateful for having been given such strong and careful consideration. Our proposed bypass will allow Burlington to continue to meet the needs of our citizens, as well as those of the State of Wisconsin, in providing safe, reliable, worry-free transportation. A bypass of the congested streets of our reemerging downtown is an economic necessity if we are to grow into what the Regional Planning Commission has now identified as one of three newly developing industrial centers in Southeastern Wisconsin.

If ever you should happen to be in our area, please feel free to visit us and our beautiful city. We would be glad to provide for you first-hand an exposure to the persistent transportation problems we daily encounter and of which a bypass could resolve.

Yours very truly,


Jeannie Hefty
Mayor

JH:ck

SEP 18 1992

September 12, 1992
Schinke - Papenfus
ROUTE 2, BOX 202
ELKHORN, WI 53121

USH
Freeway 12
wasn't chosen for
study

DAVID BRANDEMUEHL
REPRESENTATIVE
ROOM 401 - 100 NORTH HAMILTON STREET
MADISON, WI. 53708

DEAR REPRESENTATIVE BRANDEMUEHL:

SUBJECT: EXTENSION OF NEW FREEWAY 12 FROM ELKHORN TO
WHITEWATER

A member of our family attended the meeting at the Capitol when the WI TRANSPORTATION PROJECTS COMMISSION met on September 1, 1992. At that time the WI DEPT. OF TRANSPORTATION did not recommend the HIGHWAY 12 preliminary engineering, environmental, and cost analysis study for inclusion in the 1993-95 State Budget for which we as a very concerned farm family are most grateful.

We as a farm family living in Sugar Creek Township on the corner of HIGHWAY A & H NORTH have been very concerned about the U S HIGHWAY 12 candidate for 1992 Study. Our family has had this farm for 81 years with the fourth generation operating it now.

When the EXTENSION OF NEW FREEWAY 12 FROM ELKHORN TO WHITEWATER is completed it will go through some of our farm land and also will be taking one of our farm homes. We strongly feel farm land is very valuable and this highway project would go through some of the best producing farm land in Walworth County.

We are not the only farm family in Sugar Creek Township that is extremely concerned about losing farm land. You certainly must realize that many of us are having a very difficult time trying to make a living and paying bills and taxes these days.

Just two years ago, many, many dollars over the proposed budget set to reconstruct the corner of HIGHWAY H NORTH and HIGHWAY A were spent.

Now, we understand an engineering firm from Elkhorn is studying the improvement of HIGHWAY 12-67-&20 NORTH from Elkhorn to Whitewater. Why spend all of this money and then still have to build the NEW HIGHWAY 12 FREEWAY? Please think about the cost of both of these projects.

When thinking about industry, economy and tourists, please also take into consideration the hard working farmer and the value and importance of farm land. We pay high taxes and feel our business is just as important.

Thanking you in advance, for NOT reconsidering the EXTENSION OF NEW FREEWAY 12 FROM ELKHORN TO WHITEWATER in our location.
A very concerned farm family.

Sincerely,

Dorothy M. Papenfus
Herbert A. Papenfus
Kevin L. Papenfus
Barbara J. Schinke
Lydia Schinke

SEP 16 1992

Representative David Brandemuhl;

I am a member of Roads With Reason who oppose the 4-Lane Highway, but do support a bypass around Sank City.

We would like our farm to stay a family farm which would be going into the third generation of farming. So we would not like any acres taken away from us.

We do Love Our Home and Our Way of Life and the beautiful scenic countryside. My husband was born and raised here, as was his family, and our family. Please do not take this away from us.

Sincerely,
Marcella Breunig

September 28, 1992

Representative David Brandemuehl
Room 401-100 North Hamilton St.
Madison, Wisconsin 53708

Dear Sir,

I am writing this letter to you because you are a member of the Transportation Projects Commission.

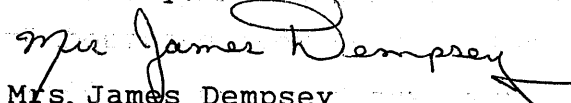
We live in Walworth county and our farm land is in line with the new Hwy. 12 project between Elkhorn and Whitewater. It seems to me that we as land owners should have received some personal contact or a letter stating what is going on. The route was studied and mapped out many years ago so you do have a pretty good idea which land owners will be involved.

My neighbor said there was a meeting about this project in Madison, how come as owners of land we were not informed. You had input from the business and town people who will get something positive from this project what about the land owners who will have to give-up something? Is this a Railroad job or a highway job? I'm almost afraid to ask, if you do proceed with this project will we as land owners have any say? In all tax dealings the state considers Walworth Cty. a "Rich County", how will us Land Owners be treated?

Your commission may need to know some answers before you make a descion but we as land owners need information too, we also make long range plans in our business and our lives.

We do not want to be the first "Hit-and-Run" victim on the new Hwy. 12 project between Elkhorn and Whitewater.

Sincerely,


Mrs. James Dempsey
R.R.2 Box 205
Elkhorn, wisconsin 53121

The USH 53 Outer Bypass and Hastings Way Improvement Action Committee



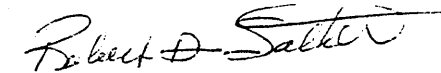
DO NOT FILE

Date: October 9, 1992

To: Transportation Projects Commission Members

From: The USH 53 Outer Bypass and Hastings Way Improvement
Action Committee


Carlyn Malom, Co-Chairman


Robert Sather, Co-Chairman

Re: USH 53 BYPASS IN CHIPPEWA AND EAU CLAIRE COUNTIES

Representatives of the elected officials of the twelve (12) municipalities which formed a consensus opposed to the Inner Bypass option and/or in favor of the Outer Bypass option have formed a new committee to help the Wisconsin Department of Transportation formulate a solution to which all interested parties can agree.

We are in total agreement that construction of an Outer Bypass, which removes truck and other through traffic from residential neighborhoods, is a required part of a solution. Some modifications to the location of this route south of USH 12 can be negotiated.

We are further dedicated to major improvements to the current USH 53 route (Hastings Way) to help solve local street problems within the City of Eau Claire. Due to the unforeseen future traffic on Hastings Way, this highway has become a nightmare of private driveways, median crossovers, and many minor side street entries. We support the development of frontage roads and other major changes on this route which will facilitate the flow of traffic safely and expeditiously on a City Route 53. As such, it can serve as a prime connector to other major streets and area highways.

Co-Chairmen:

Carlyn L. Malom 682 Meadow View Dr., Chippewa Falls WI 54729 • 723-6638

Robert D. Sather 2120 Moonlight Bay Dr., Altoona WI 54720 • 835-5020 (home) 836-3373 (work)

Transportation Projects Commission Members
Page 2
October 9, 1992

The present corridor plan for an Inner Bypass which the DOT submitted to you has been discredited and rejected. It is not on the table for discussion. We believe that your commission should urge the DOT to develop a plan such as our compromise efforts describe. This would respect the long-range plans of local governments while completing a true bypass system from Superior to Chicago, in accord with the Governor's plan.

Enclosed you will find a map illustrating three alternative designs for the southern end of the Outer Bypass (illustrated by red, blue, and green lines). Two of these alternatives bring the route closer to current USH 53. The third alternative features a direct free-flow access to the malls. The savings realized by the construction of an Outer Bypass could be applied to any possible extra costs associated with any alternatives.

Thank you for considering our suggestions for getting this project enumerated.

Enclosure

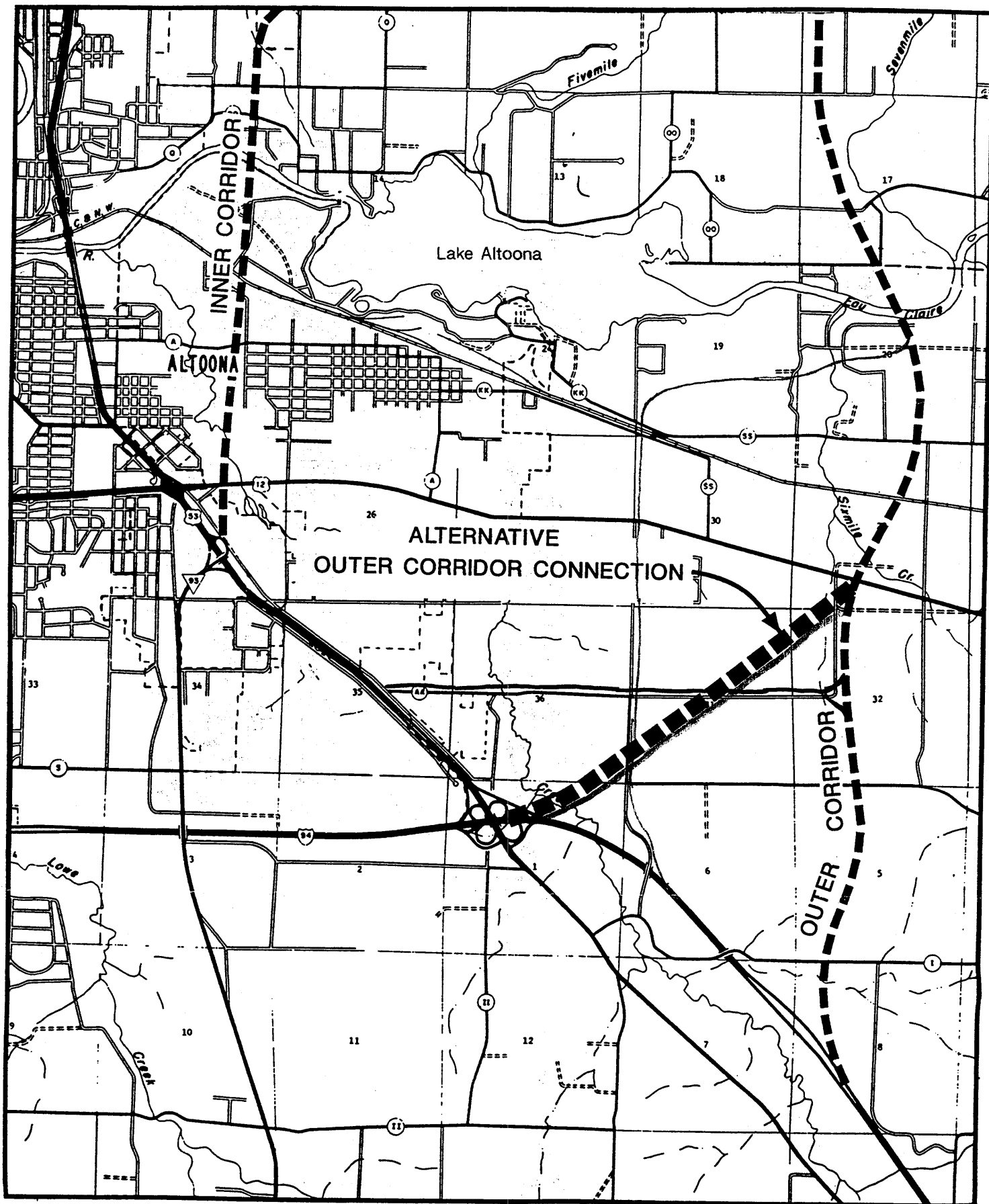
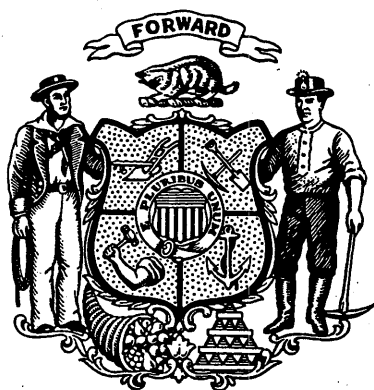


EXHIBIT 2-12
 ALTERNATIVE 6 - OUTER CORRIDOR CONNECTION
 TO THE IH 94/US 53 INTERCHANGE

END



END

9442 Burr Oak St.
Sauk City, WI 53583

October 14, 1992

Representative David Brandemuehl
Room 401 - 100 North Hamilton St.
Madison, Wisconsin 53708

DOT
file

Dear Sir:

We are writing to you as a member of the Transportation Projects Commission and want to thank you for this opportunity to express our thoughts in regard to Highway 12. Good roads and road maintenance are of great importance in our present society. It is also important to consider that the farmland being displaced can never be reclaimed. Not all land is suitable for farming and care should be taken not to ACCELERATE the destruction of that fertile land.

This destruction comes about naturally since the pioneers settled in areas of fertile soil. Cities grew around these settlements. Growth spilled over into adjacent rural areas causing need for modern highways. Now super highways, real estate developments, shopping malls and huge parking lots are covering much of the best farmland in the country.

Dane County has perhaps the very choicest farmland in Wisconsin. How much farmland can we safely destroy? SHOULD WE RUTHLESSLY DESTROY OUR CHOICE FARMLAND TO BENEFIT THE INTERESTS OF BUSINESSMEN IN WISCONSIN DELLS? Much of Wisconsin has sub-standard soil. Once we lose the fertile land in the southwest part of the State, where do we go? Even now we depend upon California and Mexico for garden produce - in Mexico it is produced with chemicals banned in the United States. I, for one, find it hard to replace the sweet, juicy vegetables produced in Wisconsin with cardboard tomatoes, tasteless carrots and unripe fruit.

Because I feel strongly about this, I do not like to see highway construction before it is warranted.

At one of the last meetings in Sauk City this summer, the question was asked, "Why not bypass Sauk City now and save money?" Answer: "There is not enough traffic now to warrant a bypass". Does it not follow that there is not enough traffic to warrant a four-lane divided highway? - particularly when you can drive highway 12 any time of day at the maximum 55 miles per hour?

The DOT proponents of the project stress SAFETY. Since we travel this route frequently and have never seen an accident I thought I would do a breakdown on the material provided by the DOT on the safety record of the highway.

In the five years considered there were 14 accidents involving 19 fatalities. Of these, six deaths would have happened even with a change in the road - (running a stop sign, speeding and leaving the righthand side of the road, drunken pedestrian wandering into the lane of traffic, motorcycle losing control and leaving the road, bicycle hit by car traveling in the same direction in the same lane, etc.)

All except three accidents were caused by alcohol, high speed and inattentive driving. A divided highway would have prevented some deaths caused by head-on collision but these accidents caused by drinking and speeding would have been BAD no matter what the road. Of the 14 fatal accidents only THREE would have been minor accidents on a four-lane highway 12.

ONE DEATH IS TOO MANY, but we feel, for much less of our tax dollars in a time of recession, Springfield Hill could be straightened and several passing lanes added to handle the speeders without going into (at this time) a major destructive road building program. No one along this corridor, with the exception of a few greedy business interests, want this Road. The Sauk County Board has expressed their opposition and Sauk City has expressed concerns over safety in their Community with Highway 12 passing through the Village.

We recognize that with continued stable growth, this project may be necessary in the future. For now, we do not feel that it should have top priority.

We commend your public service in serving on this Committee and will appreciate the consideration of our opinions when you make you decision.

Sincerely Yours,

Frank & Mary Di Novo

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